ALL FOOLS DAY.

BY CHARLES DICKENS, JR. Why the First of April should have been pecially devoted to the service of All Foois is of very clear. That all foois should ave a day set apart for their especial honor is asonable and intelligible enough, there are o many of them, and they fill occasionally esitions of so much dignity and importance; ut for what special reason the First of April could have been chosen as the fote day of pols is a very doubtful point. The Hindoes for time immemorial have had their fools mmemoration, the feast of Huli, on the hirty-first of March, and it would certainly apear as if there ought to be some legeniary ason for this particular time being so genrally selected. History and tradition, howver, are alike sitent on the subject. The french (a Frenchman is nothing if not daring) ash boldly into etymological vagaries, and ave pretended, by a somewhat forced perver-ion, to derive their poisson d'Acril, anglice, pril Fool, from parsion d'Avril. The Encyiopédie des Bons Gens, however, while offering this explanation for the consideration of
its readers as may be credulous nough to believe it, cautiously expresses its pinion that it is not worth much, and proounds another solution of its own.

This story has i', that a prince of the house of Lorraine, confined in one of Louis the Thireenth's prisons, made his escape on the first April by swimming across the most, and

April by swimming across the moat, and a accordingly commemorated as a coisson d'Avril to this day. Why this should be so is not very clear, inasmuch as the jailors, and not the prince, would have been the April fools on the occasion. A later version of the same story would appear to be the correct one. Here the prince and his wife, escaping in the liguise of peasants on the first of April, were accordized by a servant maid as they were ecognized by a servant-maid as they were cassing out of the castle gates. She immeditely made for the guard-room, giving the larm to a sentinel by the way, but, unfortunately for her, though happily for the fugilies, although she may have forgotten that it was All Fools' day the soldiers on guard d not. The information was treated with the utmost contempt, the soldiers de-clining to be made game of, and while the royal prison-breakers got clear off, it is said that the luckless informer was soundly uffeted by the guard for her ill-timed jocuarity. This version of the story, however, goes to prove nothing beyond the fact that the custom of making April Fools was well known in the time of Louis the Thirteenth, but in no rise accounts for the curious expression, oisson d'Avril. The swimming story explains he fish, but leaves one to believe that the inident was not the origin of the dedication of he first of April to fools. Shakespeare, who hotographs all the customs of his time with triot fidelity, nowhere mentions April Fools, lthough he delights in fools in general: there an be little doubt that, had the custom ex-ited, Shakespeare would have somewhere luded to it. His only mention of the First April marks a tragic incident, for King John "the first of April died Your noble mother."

On the other hand, it seems difficult to slieve that "Malvolio" was not an April Fool. The plot devised for the discomfiture of the pompous steward is most excellent April cooling. It proceeds more by implication than by direct assertion; the cross-gartering has the ring of the true hoax. Unfortunately in this case, the "O You April Fool!" when the jeke had run its course, was rather hard and cruel, and more like a very bitter practical joke than a merry conceit. The damp straw and the metaphysics of the supposititious Sir Topas the curate, were rather severe penal-ies for the poor man who, after all, had only en taken in by an excellently contrived

No April fooling should result in physical ain. Such a state of things degrades it to ie level of the lowest form of miscalled fan r devised by malicious mortals, the praccal joke, a villanous piece of business which not considered complete unless the patient

damaged in person or in property.

Neither should he be held as a true April ool, and derided accordingly, who is taken in y an assertion, a mere statement of non-

istent facts. ristent facts.

To stop in the street a lady fresh from her ollet, and to say, "Madam, you have a black in your face," when, in point of fact, there is so such black, is merely a mendacious imertinence. When, under such circumstance, he handkerchief is raised to remove the of-ending blot, the ungaliant cry of "April ool" is entirely out of place. The victim has merely trustingly believed, not reading right the deceitful nature of her interlocutor, and is no fool, not even an April Fool, for that. But to address the lady with a horrified expression, and to say, "Excuse me, madam, expression, and to say, "Excuse me, madam, out you have something on your face!" to be answered, "On my face? where? what?" and, with a smile of gratified triumph, to reply, "Your nose, madam—this is the First of april!" is to your like the same of the same

April!" is to retail one of the oldest and most

omplete "sells" appropriate to the day.

The Washing of the Lions at the Tower, if bfought to the notice of the intended fool by ome such card as "Admit the bearer to view he washing of the lions on the First of April, 869, at twelve precisely," is, if awallowed ith an easy and unsuspicious credulity, an xcellent way to manufacture your poisson "Avril, and has indeed been more than once the card on a grand scale and with distinctions. dopted on a grand scale and with distin-nished success. You must be careful, howver, not to season this fish with the sauce of sertion; you must by no means venture on by statement that the lions will absolutely be positively be washed. Similarly, to inhoe any one to visit Trafalgar Square, on the irst of April, by a distinct assertion that the latue of Lord Nelson would descend from his dumn with the aid of his coil of rope, would erely be the triumph of reckless and un-lushing mendacity over sheer stupidity. On do, to persuade the fool to take a special tom at Morley's to view certain extraordinary ights not actually specified, would fuill the ouditions of the festival, and the lauding of nch a fish would be a just cause of satisfac-

ion to the April angler.

The old fashioned schoolboy tricks were good this respect. You were sent to the cobler's for strap oil; you were not told anything s to the nature of the article, neither, indeed, rere you actually informed that the cobbler idd it. If, therefore, your unassisted reasoning powers were not sufficient to lead you, rest to inquiry, and ultimately to discovery, you were a fool, and richly merited the appliation of strap which it was the cobbler's pleature to administer. It should be obvious, assire to the present canasity that pigeon's gain, to the meanest capacity that pigeon's nilk is not an article in common domestic use, nd he who is fool enough to go fetch it de-

erves to be treated accordingly Harder and more malicious is the convenional deception of the Scotch April Fool. The elected sacrifice, deluded by false promises, is ersuaded to take a letter, and if also a heavy areel so much the better, to a distant joker. arriving, he presents his credentials, which he gravely received and opened. The letter, the recipient well knows will be the case, ortains the simple words, "Hunt the gowk nother mile:" and the gowk, or ninuy, is poordingly persuaded to continue on his boot anthorities differ. They would accreely be

less errand for another mile, and yet another, by successive wags, until he either gives in from sheer fatigue, or becomes with disgust aware of the real state of things.

A French writer on All Fools' day, who had

Such proceedings as these should be con-demned, if for no other reason, for their short-aightedness, inasmuch as the gowk, who in the nature of things must, in the first instance, be of a confiding and easy nature, will probably, soured by his bitter experience, become suspicious and churlish, and strongly averse to running of errands, and to putting himself ont of the way to oblige his neighbor.

Too much care cannot be employed in the selection of a fool, or gowk, as it occasionally happens that immediate and painful physical repgence is wreaked upon the incantions joker. For instance, when you meet Jehn rattling along, big with conscious pride at the peatness of his equipage, and sainte him with "Hi! sir, your wheel," it is well, when the unconscious butt pulls up abruptly, with the startled cry, "Eh? what? What's the matter with my wheel?"—it is well, I say, to remember, before completely ber, before completing your jest, that a cut from a whip-lash is not pleasant, and can be administered occasionally from very unex-pected distances. London street boys have a ine appreciation of this prudent policy. They fly from before the fool without even waiting to observe the effect they have produced. It is true that, under these circumstances, the wag loses half the pleasure of his joke; but discretion is, no doubt, in these matters the better part of valor, and critical contemplation cannot always be enjoyed with impunity. But it is, at all times, sufficient satisfaction to the London street boy to know that he has succeeded in making himself thoroughly disa-

greeable and obnoxious. How aggravating he can be, he himself is scarcely able to appreciate. He wants the finer sense to know how painful is the position of an April Fool, especially if proclaimed to be so publicly. And a painful and degraded position it is. For what can you do? No man really likes a joke at his own expense, even when it happens to be a good one; but to be taken in by some stale old first-of-April street-slang, is exasperating to the last de-gree. You are sold. The hoaxer is off with an exulting chuckle, and an exulting whoop of triumph, down the next street; you look hastily round to see if your discomfiture has been noted by the public, and are gratified to observe that a sweep a bricklayer a shoop observe that a sweep, a bricklayer, a shoe-black, and several dirty little children are in ecstacies of appreciation, while even the policeman who is sauntering by allows the muscles of his face to relax from their official sternness, and treats himself to a smile at your expense. You feel as if for the rest of the day you would be a marked man, with April Fool inscribed in legible characters upon you. But there is absolutely nothing whatever to be done. No consciousness of intellectual superiority, no moral contempt for the grinning vulgar, will avail you in this strait. You have been made an April Fool. Sheepish you feel; sheepish you needs must look. It it so happen that the offending boy is not quick enough in making good his retreat, and it, haply, you are befriended by fortune to the extent of being able to avenge your wrongs by a good hang with your unbralled. wrongs by a good bang with your umbrella, then, and only then, you will have the best of it, and may go on your way rejoicing and with deliberate step. In the other event it is better to conceal your mortification with the best imitation of a smile you can muster, and to make off as fast as possible. It makes so very much difference whether the laugh is on your side or no.

No one but the genuine Londoner can know how intensely and cruelly aggravating the London boy can be; and I feel sure that the artist who drew an April fool cut, which apof my recollection it was Mr. Tenniel), must have seen in Landon streets the incident he illustrated. A gentleman, adorned with moustaches, of unnatural symmetry—moustaches, by the way, were not so universal then as now—is walking with a charming young lady, presumably the girl of his heart. A terrible boy accosts him with, "Hi! captain! There's one of your moustaches dropped off!" The nervous raising of the hand to the lip produced by the terrible consciousness of the reality of the danger, is followed by the fatal "Yah! April fool!" The young lady's suspicions are evidently excited, and it is difficult to imagine a more painfully embarrassing situ-ation than that of the unwilling hero of the scene. This hoax, although not exactly cor-responding to the canons laid down in the earlier portion of this treatise, is, nevertheless,

in its way, a very perfect specimen.
It is just as well not to attempt to make April Fools of those in authority; it is advisable, indeed, to avoid any appearance of such an attempt. This truth must, after a time, have become sufficiently plain to the French lady of whom a well-known April Foot story is told. This personage, who, it must be confessed, appears to have been no better than she should have been, was accused of stealing a watch, and stoutly denied the charge. In especial she was very positive in her statements that the watch could in no way be found at her lodgings, and earnest in her request that some one might be sent to search them. The magistrate, ungallant nough to doubt this assertion, despatched, after some hesitation, an officer to search accordingly. The precaution was presently justified by the return of the messenger bearing the missing property. This was an awkward situation; but, the lady nothing daunted, and remembering that the day was the first of April, burst into a well-friened fit of language and londly proclaim. feigned fit of laughter, and, loudly proclaim-ing the excellence of the joke, derided the tipstaff and magistrate as veritable poissons d'Avril. The magistrate, however, who was evidently a prosate sort of person, did not see it, and intimating that all was fish that came to his net, sent the unlucky joker to jail until the next first of April, to meditate on the obtuseness of officials, and the advisability

of suiting your jokes to your company.
So long-lived are customs attached to particular days, that it is very probable that April Fools, together with Guy Fawkes and Jack in the Green will survive through many generations, although the observances of the day may be more or less modified by special circumstances. At any rate, the idea of an April Fool is at the present day so strong, that he would be a bold man who would start any enterprise on the First of April, and to be married on that day would call down all sorts of jeers on the heads of the devoted couple. In this latter case the jokers could appeal to the precedent, and to an important precedent too. The most famous marriage recorded to have taken place on All Fools' day was that of Napoleon the First and Maria Louisa, which cannot be looked upon as an instance of successful matrimonial speculation. It seems singular that Napoleon, well-knowing how fatal in French estimation is the power of ridicule, should have laid himself open to the ill-natured jokes of the Parisian farceurs on an occasion of so much importance to himself and his dynasty.

Timour the Tartar is said to have died on the First of April. No, young gentlemen, who only know this warrior in his penny plain and twopence colored phase, I am not making April Fools of you. Some of the authorities really assert that the great Tamerlane finished his career on all All Fools' day. Of course the

evidently been much maltreated by the wags, waxes excessively bitter as to the "mauvaises plaisanteries" in vogue, for which he predicts early extinction, and takes refuge in a piece of gastronomic advice. "Du reste," he says, "le vrai poisson d' Avril, c'est le maquereau." He must have forgotten the salmon.—Gentlemen's Magazine.

-Colonel T. Bigelow Lawrence bequeathed to the Boston Athenaum his valuable collection of armor and ancient and modern arms.

RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND, AND WYOMING VALLEYS,

NORTH, NORTHWEST, AND THE CANADAS. SPRING ARRANGEMENT OF PASSENGER TRAINS, April 12, 1869. Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following

hours:—
MORNING ACCOMMODATION.
At 7:30 A. M. for Reading and all intermediate Stations and Allentown. Returning, leaves Reading at 6:30 P. M.; arrives in Philadelphia at 9:15 P. M.

ing at 6:30 P. M.; arrives in Philadelphia at 9:15 P. M.

MORNING EXPRESS.

At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falis, Baffalo, Wikesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7:30 A. M. train connects at READING with East Pennsylyania Railroad trains for Allentown, etc., and the 8:15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

Leaves Philadelphia at 3:30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

bia, etc.
POTTSTOWN ACCOMMODATION.

Leaves Pottstown at \$25 A. M., stopping at intermediate stations; arrives in Philadelphia at \$30 P. M.; arrives in Pottstown at \$40 P. M. READING ACCOMMODATION.

Leaves Reading at 7:30 A. M., stopping at all way stations; arrives in Philadelphia at 10:15 A. M.

A. M.,

Returning, leaves Philadelphia at 5·15 P. M.;

arrives in heading at 8·05 P. M.

Trains for Philadelphia leave Harrisburg at 8·10

A. M., and Pottsville at 8·45 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 8·05 P. M., and Pottsville at 2·45 P. M., arriving at Philadelphia at 6·45 P. M.

Harrisburg Accommodation leaves Reading at 7·15 A. M. and Harrisburg at 4·10 P. M.. Connecting at Reading with Afternoon Accommodation south at 6·30 P. M., arriving in Philadelphia at 9·15 P. M.

P. M.
Market train, with a passenger car attached, leaves Philadeiphia at 12:46 noon, for Pottsville and all way stations; leaves Pottsville at 7:30 A. M. for Philadelphia and all way stations.
All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8 A.M., and Philadelphia at 8:15 P. M. Leaves Philadelphia for heading at 8 A.M.; returning from Reading at 4-25 P. M. CHESTER VALLEY RAILROAD.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:45, and 4:30 P. M. trains from Philadelphia. Returning from Downingtown at 5:10 A. M., 1:00 and 5:45 P. M.

PERKIOMEN RAILROAD.

Passengers for Skippack take 7:30 A. M. and 4:30 P.M. trains from Philadelphia, returning from Skippack at 8:15 A. M. and 1:00 P. M. Stage lines for the various points in Forklomen Valley connect with trains at Collegeville and Skippack.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 5 and 8 P. M., passing heading at 1:05 A. M., and 1:50 and 10:19 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Kairoad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

mira, Baltimore, etc.

heturning Express train leaves Harrisburg on arrival of tennsylvania Express from Pittsburg at 3:50 and 5:50 A. M., and 10:50 P. M., passing head-ing at 5:44 and 7:31 A. M., and 12:55 P. M., and arriving at New York at 11 A. M. and 12 20 and 5 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail Train for New York leaves Harrisburg at 8:10 A. M., and 2:06 P. M. Mail Train for Harrisburg leaves New York at 12 M.

SUHUYLKILL VALLEY RAILROAD.

Trains leave Fottsville at 6:45 and 11:30 A. M., and 0:40 P. M., returning from Tamaqua at 8:35 A, M., and 2:15 and 4:35 P. M. SUHUYLKILL AND SUSQUEHANNA RAIL-ROAD.

Trains leave Auburn at 7:55 A. M. for Pinegrove and Harrisburg, and at 12:15 noon for Pinegrove and Tremont. Returning from Harrisburg at 3:80 P. M., and from Tremont at 7:40 A. M. and 5:35

TICKETS.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading, and intermediate stations, good for one day only, are sold by Morning Accommodation Market Train, keading and Pottstown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate stations by Reading and Pottstown Accommodation

Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nichols, General Superintendent, Reading.

COMMUTA'110N TICKETS.

At 25 per cent discount, between any points de-

At 25 per cent, discount, between any points desired, for families and firms.

BILLEAGE TICKETS.

Good for 2000 miles, between all points, at \$52.50 each for families and firms. S LASON TICKETS.

For three, six, nine, or twelve months, for holders only, to all points at reduced rates. Residing on the line of the road will be furnished with cards entitling themselves and wives to

with cards entiting tickets at half fare.

EXCURSION TICKETS

From Philadeiphia to principal stations, good for Saturday, Sunday, and alonday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT.

Goods of all descriptions forwarded to all the above points from the Company's new freight depot, broad and Willow streets. MAILS

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2 15 P. M. PHILADELPHIA, GERMANTOWN, AND

TIME TABLE.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 9 05, 10, 11, 12 A. M., 1, 2, 3\(\frac{1}{2}\), 3\(\frac{1}{2}\), 4, 5, 6\(\frac{1}{2}\), 6, 6\(\frac{1}{2}\), 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown at 6, 7, 7\(\frac{1}{2}\), 8, 8 20, 9, 10, 11, 12
A. M., 1, 2, 3, 4, 4\(\frac{1}{2}\), 5, 6, 6\(\frac{1}{2}\), 7, 8, 8, 10, 11 P. M.
ON SUNDAYS. Leave Philadelphia at 9-15 A. M., 2, 7, and 10%

CHESNUT HILL RAILROAD.

Leave Germantown at 8-15 A. M., 1, 6, and 9%

CHESNUT HILL KAILKOAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 9, and 11 P. M.

Leave Chesnut Hill at 7-10, 8, 9-40, 11-40 A. M., 1-40, 3-40, 6-40, 8-40, and 10-40 P. M.

ON SUNDAYS.

Leave Philadelphia at 9-15 A. M., 2, and 7 P. M.
Leave Chesnut Hill at 7-50 A. M., 12-40, 6-40, and 9-26 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia at 6, 7½, 9, and 11°05 A. M.,
1½, 3, 4½, 6½, 6½, 8°05, and 11½ P. M.
Leave Norristown at 5°40, 7, 7°50, 9, and 11 A. M.,
1¼, 3, 4½, 6½, and 8½ P. M.
ON SUNDAYS.
Leave Philadelphia at 9 A. M., 2½ and 7½ P. M.
Leave Norristown at 7 A. M., 5½ and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia at 6, 7½, 9, and 11-95 A. M., 134, 8, 4½, 5½, 6½, 8-95, and 11½ P. M.

Leave Manayunk at 6-10, 7½, 8-20, 9½, and 11½ A. M., 2, 3½, 5, 0½, and 9 P. M.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2½ and 7½ P. M. Leave Manayunk at 7½ A. M., 6 and 9½ P. M. W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets.

RAILROAD LINES.

THE STATES BY SHIELDS THE RESERVED BY THE PRINT WHEN BY

1868. FOR NEW YORK,—THE CAMDEN AND TRENTON RAILROAD COMPANIES LINES FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES.

FROM WALNUT STREET WHARF. At 630 A. M., via Camden and Amboy Accom...\$2.25
At 8 A. M., via Cam. and Jersey City Ex. Mail 3:00
At 2 P. M., via Camden and Amboy Express... 3:00
At 5 P. M., via Camden and Amboy Express... 3:00
At 6 P. M., for Amboy and intermediate stations.
At 6:30 and 8 A. M. and 2:00 P. M. for Freehold.
At 8 and 10 A. M., 2, 3:30, and 4:30 P. M. for Trenton.
At 6:30, 8, and 10 A. M., 1, 2, 3:30, 4:30, 6, and 11:30
P. M. for Bordentown, Burlington, Beverly, and Delanco. Delanco.
At 6:30 and 10 A. M., 1, 3:30, 4:30, 6, and 11:30 P.
M. for Florence, Edgewater, Riverside, Riverton,
Palmyra, and Fish House, and 2 P. M. for Florence

and Riverton.
The 1 and 11 30 P. M. Lines leave from Market

Street Ferry (upper side).

PROM KENSINGTON DEPOT.

At 11 A. M., via Kensington and Jersey City,
New York Express Line. Fare, \$3.

At 7:30 and 11 A. M., 2:30, 3:30 and 5 P. M. for
Trenton and Bristol. And at 10:15 A. M. for Bristol.

At 7:80 and 11 A. M., 2:30, and 5 P. M. for Morrisville and Tullytown. ille and Tullytown.
At 7:30 and 10:15 A. M., and 2:30 and 5 P. M. for Schenck's and Eddington.
At 7:30 and 10:15 A. M., 2:30, 4, 5, and 6 P. M. for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and 8 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT, At 9:30 A. M., 1:20, 4, 6:30, and 12 P. M. New York Express Lines, via Jersey City. Fare, \$3:25. At 11:30 P. M., Emigrant Line. Fare, \$2. At 9:30 A. M., 1:20, 4, 6:30, and 12 P. M., for

Trenton.
At 9:30 A. M., 3, 6:30, and 12 P. M., for Bristol.
At 12 P. M. (Night), for Morrisville, Tullytown,
Schenck's, Eddington, Cornwell's, Torresdale,
Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankiord.

The 9-30 A. M., 6-30 and 12 P. M. Lines will run daily. All others, Sundays excepted.

BELVIDERE DELAWARE RAILROAD
LINES,

FROM KENSINGTON DEPOT.
At 7:30 A. M. for Niagara Faiis, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Schooley's Mountain, etc.
At 7:30 A. M. and 3:30 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethle hem, etc. hem, etc. At 11 A. M. and 5 P. M. for Lambertville and Intermediate Stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-

ROADS.

FROM MARKET STREET FERRY (UPPER SIDE).

At 7 and 10 A. M., 1-30, 2-30, and 5-30 P. M., for
Merchantville, Moorestown, Hartford, Masonville,
Hainesport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 7 A. M., 130 and 3:30 P. M., for Lewistown,
Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and
Hightstown.

11:10 WILLIAM H. GATZMER, Agent.

DENNSYLVANIA CENTRAL RAILROAD. SUMMER TIME, TAKING EFFECT APRIL

TARING EFFECT APRIL 25, 1809.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market Street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Deport

Depot.
Sleeping-car Tickets can be had on applicatson at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the depot.
Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 201 Chesnut street, or No. 116 Market street, will receive attention. will receive attention.

Laneaster Accommodation . . 4.00 P. M. 5.30 P. M. Lancaster Accommodation . 400 P. M.
Parkesburg Train . 530 P. M.
Cincinnati Express . 800 P. M.
Erie Mail and rittsburg Express . 1045 P. M.
Philadelphia Express, 12 sight.
Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 12 octors.

Philadelphia Express leaves daily. All other trains daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M., at No. 116

Cincinnati E			VE /	T DE	POT	, vir.	3·10 A. M.
Didladalahia	French	MANUEL	٠.				6:50 A. M.
Paoli Accomi	mode	t'n.	8:20	A. M	3	to an	d 7.20 P. M.
Erie Mail							9.35 A. M.
Fast Line	0.0		٠.				9.35 A. M.
Parkesburg 7	Crain						9.10 A. M.
Lancaster Tr		i yar		100	141	*	12.30 P. M.
Erie Express							4.20 P. M.
Day Express							4.20 P. M.
Southern Ex	prass						6.40 P. M.
Harrisburg A	Lecor	nmo	dati	on		*	9.40 P. M.
Low further	r inte	rma	tion	app	y to		Amont
JOH	NV	ANI	LEE	R, J		CKEL	Agent,
		-					T Street.

FRANCIS FUNK, Ticket Agent, No. 116 MARKET Street. SAMUEL H. WALLACE, Ticket Agent at the Depot.

Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

EDWARD H. WILLIAMS,

4 29 General Superintendent, Altoona, Pa.

WEST CHESTER AND PHILADELPHIA RAILROAD.—SUMMER ARRANGEMENT.— On and after MONDAY, April 12, 1869, Trains will leave as follows:— Leave Philadelphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 7-25 A. M., 9-30 A. M., 2-30 P. M., 4-15 P. M., 4-25 P. M., 7-15 and 11-30

P. M.
Leave West Chester from Depot, on East Mar.
ket street, at 6-25 A. M., 7-25 A. M., 7-40 A. M., 10-10
A. M., 1-55 P. M., 4-50 P. M., and 6-45 P. M.
Leave Failadelphia for B. C. Junction and intermediate points at 12-30 P. M. and 5-45 P. M.
Leave B. C. Junction for Philadelphia at 5-30 A. M.
and 1-45 P. M.
Trains leaving West Chester at 7-40 A. M. will

and 145 P. M.

Trains leaving West Chester at 740 A. M. will stop at B. C. Junction, Lenni, Gien Riddle, and Media; leaving Philadelphia at 435 P. M. will stop at B. C. Junction and Media only. Passengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 720 A. M., and car will be attached to Express Train at B. C. Junction, and going West passengers for stations above Media will take train leaving Philadelphia at 435 P. M., and car will be attached to Local train at Media.

The Depot in Philadelphia is reached directly by the Chesnut and Walnut street cars. Those of the Market street line run within one square. The cars of both lines connect with each train upon its arrival.

Leave Philadelphia for West Chester at 8 00 A. M. and 2:30 P. M. Leave Philadelphia for B. C. Junction at 7:15 P. M. Leave West Chester for Philadelphia at 7-45 A. M. and 445 P. M.
Leave B. C. Junction for Philadelphia at 600
Leave B. C. Junction for Philadelphia at 600
A. M.
General Superintendent,

WEST JERSEY RAILROADS.—FALL AND WINTER ARRANGEMENT.
From foot of MARKET Street (Upper Ferry).
Commencing WEDNESDAY, Sept. 16, 1868.
TRAINS LEAVE AS FOLLOWS:—

For Cape May and stations below Millville, 5:15 P. M. For Millville, Vineland, and intermediate stations, 8: 15 A. M., 3: 15 P. M. For Bridgeton, Salem, and way stations, 8: 15 A. M. and 3:30 P. M. For Woodbury at 8:15 A. M., 3:15, 3:30, and 6:00 Freight train leaves Camden daily at 12 o'clock,

Freight received at Rev. Walnut street, daily.
Freight delivered No. 228 South Delaware WILLIAM J. SEWELL, avenue. Superintendent. Freight received at second covered wharf below

RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD.—
MAUCH CHUNK, EASTON, WILLIAMSPORT, WILKESBARRE, MAHANOY CITY, MOUNT CARMEL, PITTSTON, TUNKHANNOCK, AND SCRANTON.

WINTER ARRANGEMENTS. Passenger Trains leave the Depot, corner of BERKS and AMERICAN Streets, daily (Sundays excepted), as follows:

At 7.45 A. M. (Express) for Bethlenem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mishanoy City, Pittston, and Tunk-Wilkesbarre, Mishanoy City, Pittston, and Tunk-hannock.
9-45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, and Scranton.
At 1-45 P. M. (Express) for Bethlehem, Mauch Chunk, Wilkesbarre, Pittston, and Scranton.
At 5-00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.
For Boylestown at 8-45 A. M. 2-45 and 4-15 P. M.

For Boylestown at 8-45 A. M., 2-45 and 4-15 P. M. For Fort Washington at 10-45 A. M. and 11-30 P. M. For Lansdale at 6-20 P. M. Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to the new

TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9:10 A. M., 2:10, 5:25, and 8:30 P. M.
From Doylestown at 8:35 A. M., 4:55 and 7 P. M.
From Lansdale at 7:30 A. M.
From Fort Washington at 10:45 A. M. and 3:10
P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 2-30 A. M.

Philadelphia for Doylestown at 2 P. M.

Doylestown for Philadelphia at 7 A. M. Bethliehem for Philadelphia at 4 P. M.
Bethliehem for Philadelphia at 4 P. M.
Tickets sold and Baggage checked through at
Mann's North Pennsylvania Baggage Express
Office, No. 105 S. FIFTH Street.
ELLIS CLARK, Agent.

PHILADELPHIA, WILMINGTON, AND BAL-TIMORE RAILROAD.—TIME TABLE.—Com-mencing MONDAY, April 12, 1869.—Trains will leave Depot corner Broad street and Washington avenue, as follows:—
Way Mail Train at 8-30 A. M. (Sundays excepted),

way Mail Trainats 30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with belaware Railroad at Wilmington for Crisfield and intermediat estations.

Express Train at 12 M. (Sundays excepted) for Baltimore and Washington, stopping at Wilmington, rerryville, and Hayre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4:00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Hayre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

Night Express at 11:30 P. M. (dally), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, and Hayre-de-Grace.

Passengers for Fortress Monroe and Norfolk will

Passengers for Fortress Monroe and Norfolk will

WILMINGTON TRAINS. Stopping at all Stations between Philadelphia Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. Train connects with Delaware Railroad for Harrington and intermediate Stations.

Leave Wilmington 6:45 and 8:10 A. M., 1:30, 4:15, and 8:10 R. M., 1:30, and Leave Wilmington 6-45 and 8-10 A. M., 1-30, 4-10, and 7-00 P. M. 'The 8-10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.

From Baltimore to Philadelphia.—Leave Baltimore 7-25 A. M., Way Mail; 9-35 A. M., Express; 2-26 P. M., Express; 7-25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE. SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7-25 P. M., stopping at Magnolia, Ferryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

Company. H. F. KENNEY, Superintendent. PHILADELPHIA AND BALTIMORE CENTRAL Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroad.

Leave r-hiladelphia fc; Port Deposit (Sundays excepted) at 7:00 A. M. and 4:30 P. M.

The 7 A. M. train will stop at all stations between Philadelphia and Lamokin.

A Freight Train, with Pessenger Car attached, will leave r-hiladelphia daily (except Sundays) at at 1:00 P. M., running to Oxford. Leave Port Deposit for Philadelphia (Sundays excepted) at 5-40 A. M., 9-25 A. M., and 4-20 P. M.
Trains leaving Wilmington at 6-45 A. M. and 4-15 P. M. will connect at Lamokin Junction with the 7-00 A. M. and 4-30 P. M. trains for Baltimore Central Eastlewick

PHILADELPHIA AND ERIE RAILROAD.—
SUMMER TIME TABLE.—THROUGH AND
DIRECT ROUTE BETWEEN PHILADELPHIA,
BALTIMORE, HARRISBURG, WILLIAMSPORT, THE GREAT OIL REGION OF PENNSYL

Elegant Sleeping Cars on all Night Trains. On and after MONDAY, April 20, 1869, the trains on the Philadelphia and Eric stailroad will run as 8:15 A. N

ERIE EXPRESS leaves Philadelphia . 11:50 A.

Williamsport . 8:50 P. ELMIRA MAIL leaves Philadelphia . 8:00 A. Williamsport . 6:30 P. arrives at Lockhaven . 7.45 P. M. ERIE EXPRESS leaves Erie . . 6-25 P. M. Williamsport . 7-50 A. M. arrives at Philadelphia 4-10 P. M.

Mail and Express connect with Oil Creek and Allegheny River Railroad.

Baggage checked through.
ALFRED L. TYLER,
General Superintendent.

ENGINES, MACHINERY, ETO.

PENN STEAM ENGINE AND
BOILER WORKS.—NEAFIR & LEVY
PRACTICAL AND THEORETICAL
ENGINEERS, MACHINISTS, BOILER
MAKERS, BLACKSMITHS, and FOUNDERS, baving harkers, Blacksmiths, and Founders, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low-pressure, from Boilers, Water Tanks, Propeliers, etc. etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low-pressure Fine Tubular and Cylinder Boilers of the best Pennsylvania Charcoal Iron. Forgings of all sizes and kinds. Iron and Brass Castings of all descriptions. Roll Turning, Serew Cutting, and all other work connected with the above business.

Drawings and specifications for all work done at the establishment free of charge, and work guaranteed.

The subscribers have ample whart-dock room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc. etc., for ransing heavy

JACOB C. NEAFIE, JUHN P. LEVY, BEACH and PALMER Streets.

2. VAUGHN MERRICE. WILLIAM B. MERRICE

SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets.

MERRICK & SONS,

ENGINEERS AND MACHINISTS
manufacture High and Low Proseure Steam Engines for Land River, and Marine Service.

Boilers, Gasometers, Tanks, Iron Boats, etc.,
Castings of all kinds, either Iron or Briss.
Iron Frame Roots for Gas Works, Workshops, and Railroad Stations, etc.

Heterts and Gas Machinery of the latest and most improved construction.

Every description of Plantation Machinery, also, Sogar,
Saw, and Grist Mills. Vaccuum Pass, 101 St. Retorts and the Saction.

Every description of Plantation Machinery, also, Sugar, Saw, and Grist Mills, Vacuum Paus, Oil Steam Trains, Defecators, Filters, Pumping Eugines, etc.

Sole Agents for N. Billieux's Patent Sugar Boiling Apparatus, Nesmyth's Patent Steam Hammer, and Appinwall & Woolsey's Patent Centrifugal Sugar Draining Machines.

CIRARD TUBE WORKS.

Manufacturers of Wrought Iron Pipe, Etc. PHILADELPHIA, PA.

WORKS, TWENTY-THIRD and FILBERT Streets. OFFICE, No. 42 North FIFTH Street.

AUD FION SALES, wally stal at al

BUNTING, DURBURBOW & CO., AUCTION-of Bank street, Successors to John B. Myers & Go. LARGE SALE OF BRITISH, FRENCH, GREMAN,
AND DOMESTIC DRY GOODS
On Thursday Morning,
April 22, at 16 o'clock, on 4 months' credit.
3600 DOZEN HOSERIY AND GLOVES,
embracing a full susortment of a popular importation.

LARGE SALE OF CARPPTINGS, OIL-GLOTHS, CAN-TON MATTINGS, ETC.

On Friday Morning,
April 26, at 11 a'clock, on four months' credit, about 200
pieces et ingrain, Vonctian, list, hemp-lostage, and rage
carputings, floor oil-cloths, mattings, etc. LANGE SALE OF FRENCH AND OTHER SURO-PEAN DRY GOODS, ETO. On Monday Morning. May 5, at 10 o'clock, on four months' credit. 4 27 56

SALE OF 2009 CASES BOOTS, SHOES, TRAVEL-LING BAGS, ETC., On Tuesday Moraing, May 4, at 10 c'olock, on four months' oredit. 4 28 54

M. THOMAS & SONS, NOS. 139 AND 144

Sale No. 1918 Rittenhouse street.

NEAT HOUSEHOLD FURNITURE, BRUSSELE.

On Thursday Morning.

29th Instant, at 10 o'olock, at No. 1918 Rittenhouse street, between Walnut and Spruce, by catalogue, the neat turniture, comprising walnut parlor, dining room, and chamber furniture, cottage furniture, fine mair mathresses, bolster and pillows, Brussels and ingrain carpets, chimasand glessware, kitchen furniture, stoves, etc.

Furniture in use but a short time and in good order.

Nale No. 1302 N. Sixth street.

HANDSOME FURNITURE, FINE CARPETS, ETO.

On Priday Morning.

30th instant, at 16 o'clock, at No. 1302 N. Sixth street, above Thompson street, by catalogue, the entire furniture of a tamily leaving the city: comprising suit elegant wainst drawing room furniture, covered with blue and gold brocatelle; handsome walnut sitting room furniture, green reps. handsome walnut dining-room furniture, pedestal diningtable, superior oil wainut chamber suit, ebony finish; walnut clamber furniture, wardrobes, fine mattresses, fine china and glar-sware, thou corporate, and, also, the kitches utensits.

The furniture has been in use but a short time, and equal to new.

MARTIN BROTHERS, AUCTIONERS. No. 529 CHESNUT Street, rear entrance from Mines.

No. \$249 CHESNUT Street, rear entrance from Mines.

TO BANKERS, MERCHANTS, AND OTHERS.
Peremptory Sale, No. 6349 Arch street.

EXTENSIVE STOCK OF CHILLED IRON FIRE AND
BURGLAR-PROOF SAFES, MADE BY LILLER &
SON: SECOND-HAND FIRE AND BURGLARFROOF SAFES, MADE BY EVANS & WATSON
AND FARREL & HERRING MONFTOR AND
DUODECAGON COMBINATION LOCKS: TWO
FINE LARGE HORSES, LARGE TRUCK, ETC.
On 'hursday Morning,
April 29, at 16 o'clock, at No. 6348 Arch street, by catelogue, to close the Philadelphia Agency of Messr. Lillie &
Son, the entire stock of very superior Fire and BurglarProof Sates, including—3 extra large chilled from doubledoor fire and burglar-proof safes; 3 small burglar-proofs, is
each patent combination locks; 5 large double-door chilled
iron fire and burglar-proof safes; 6 superior chilled from
fire-proof, burglar-proof, and fire and burglar-proofs, in
each patent combination locks;

SOND HAND FIRE-PROOF SAFES

agon combination locks.

SECOND HAND FIRE-PROOF SAFES. A number of superior second-hand fire and burglar proof ares, made by Lillie & Son, Evans & Watson, and Farrel safes, made by Lillie & Son, Evans & Watson, and Farred & Rerring.

O'ELEBRATED COMBINATION LOCKS.
Suitable for banks, vault-doors, etc., of the Monitor and Duodecagon make.

FINE LARGE HORSES, TRUCK, FTO.
Large and very fine white stallion; large white draft-horse; large and superior heavy truck; heavy harness; quantity of rope, rigging, etc.

[4 16 11]

THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1110
CHESNUT Street; rear entrance No. 1107 Sansoin St.

SALE OF A STOCK OF FINE LINENS, SHIRTINGS,
DAMASK TABLE GOODS, TOWELS, HANDKERCHIEFS, QUILTS, SHAWLS, TABLE COVERS,
ETC.
On Monday, Tuesday, Wednesday, and Thursday Moraings, April 25, 27, 28, and 29,
Commencing each day at 10 o'clock, will be sold a large
stock of superior linen housekeeping goods, consisting of
fine linen sheetings of all widths, splendid linen damask
table cloths of all sizes and patterns, napkins of overy
variety, fruit cloths, doyles, towels, Turkey red damask
crashes, table and pinno covers, cashmere, square, and
long shawls, ladies' and gents' hosiery, bosoms, handkerchiefs, etc. etc.

chiefs, etc. etc.

Sale No. 1110 Chesnut street.

ELEGANT HOUSEHOLD FURNITURE, FINE CARPETS, ERHT PIANO FORTES, MIRRORS, PLATED
WARK, CHINA, CABINET ORGAN, ETC.
On Friday Morning.

At 9 o'clock, at the auction store, No. 1110 Chesnut
street, will be sold, a large assortment of first class Household Furniture from families removing, comprising—
Elegant suits of antique parlor furniture in blue reps, with
centre table to match, made by Moore & Campion; suits
of curtains and cornices, blue reps; suits of ebony and
gilt antique parlor furniture in green reps, made by Allems,
elegant rosewood etsgere, with French plate glass; antique
parlor suits, in plush; library suits, 10 elegant suits of
walnut chamber furniture, walnut, oak and painted cot
tage furniture; sideboards, walnut wardrobes, extension
dining tables, centre and bouquet tables, secretaries and
bookcases, walnut and oak dining-room and chamber
chairs, lounges, spring and hair mattresses, feather beds,
Venetian blinds, shades, plated ware, table cutlery, mantel
and per glasses, china and glassware, stoves, kitches
turniture, etc.

CARPETN-Velvet, Brussels, ingrain, and Venetian CARPETS Velvet, Brussels, ingrain, and Venetian PIANO FORTES-Also, 8 rosewood and mahogang

lano fortes.

Also, one cabinet organ.

BUNNET STANDS—Also, about 100 bronze and gilt ands, with marble blocks, suitable for milliners. JAMES HUNT, AUCTIONEER, SOUTHwest corner of FIFTH and SOUTH Streets.
CARD. Persons relinquishing housekeeping, storekeepers and others desirous of selling their goods at public sale, either at their own place or at the auction store,
will find it greatly to their advantage to call on us. Our
personal attention will be given to all business intrusted
to us. Our charges are the most reasonable: we refer by
permission to hundreds for whom we have sold as to capability and responsibility.
423 12.

BY LIPPINCOTT, SON & CO., AUCTION-

On Thursday Morning.

April 29, at 10 o'clock, on four months' credit.

LARGE POSITIVE SALE OF 850 LOTS OF Foreign and Domestic Dry Goods, Hosiery Goods, Paris Fancy Goods and Notions, Gents' Furnishing Goods, a Stock of Goods, etc., to which we invite the particular attention of the trade.

B SCOTT'S ART GALLERY, No. 1020 CHESNOT

SPECIAL SALE OF MODERN PAINTINGS.
On Tuesday and Wednesday Evenings,
27th and 28th inst., at ½ before 8 o'clock, at Scott's Art
Callery, No. 10:26 Chesnut street, will be sold, without
reserve, a collection of Modern Oil Paintings, by artists of
reputation, comprising landscapes, river, and mountain
views, all mounted in neat gold-leaf frames. [4 26 21]

C. D. McCLEES & CO., AUCTIONEERS, SALE OF 1500 CASES BOOTS, SHOES, BROGANS, ETC. ETC. On Thursday Morning, April 29, at 10 e'clock, including a large line of city-made

N. B.—Sales every Monday and Thursday. (4 26 3t BY PANCOAST & LARGE, AUCTIONEERS,

CONSIGNMENTS of American and Imported Dy-Goods, Notions, Millinery Goods, and Stocks of Goods solicited. K EENAN, SON & CO., AUCTIONEERS, NO

PROPOSALS.

PROPOSALS FOR SUPPLIES ...

OFFICE OF THE CHIEF SIGNAL OFFICER,
WASHINGTON, D. C., April 22, 1869.
Scaled Proposals, in duplicate, will be received at
this office until 12 M. on FRIDAY, the 30th instant,
for supplying the Signal Service of the army with the Twenty-live (25) HAND TELESCOPES, with Straps and Caps complete.
Sixty-five (6) MARINE GLASSES (Binocular), with
Cases and Straps complete.
The whole to be delivered on or before the 1st of

July next.

The Telescopes must be of not less than thirty-three (33), and the Marine Glasses of not less than ave (b), magnifying powers, and both of defining power, and make similar and equal to the models in

power, and make similar and equal to the models in
this office.
Envelopes to be endorsed "Proposals," and addressed to the undersigned.
Further particulars and requirements made known
on application to this office.
The time for the reception of the above mentioned
proposals is extended to MONDAY, the 10th day
proposals is extended to MONDAY, the 10th day
of May next, at 12 M., and the time for furnishing
the supplies to the 10th day of July next.
By order of the Chief Signal Officer of the Army.
L. B. NORTON,
Brevet Major, U. S. Army,
4 25 6t
Property and Disbursing Officer.

NEW PUBLICATIONS.

THE FAMILY DOCTOR.—A DICTIONARY
OF DOMESTIC MEDICINE AND SURGERY,
Especially adapted for family use.
BY A DISPENSARY SURGEON.
Hinstrated with upwards of One Thousand Hinstrations,
orown Sco. cloth, 750 pages, and as: Appendix, \$2.50; halmorecoo, \$4. Agents wanted. Apply to
GEORGE GERBIE,
425 km. No. 750 SANSOM Street.